TRANSPORTATION AND CIRCULATION ELEMENT

INTRODUCTION

The Transportation and Circulation Element provides the framework for Fresno County decisions concerning the countywide transportation system, which includes various transportation modes and related facilities. It also provides for coordination with the cities and unincorporated communities within the county, with the Regional Transportation Plan adopted by the Council of Fresno County Governments, and with State and Federal agencies that fund and manage transportation facilities within the county. The Transportation and Circulation Element reflects the urban and rural nature of Fresno County. The element establishes standards that guide the development of the transportation system, and management of access to the highway system by new development, throughout the unincorporated areas of the county.

The element is divided into two major parts. The first major part describes the County's Circulation Diagram and functional roadway classification system. The second major part sets out goals, policies and implementation programs organized into six sections: Streets and Highways; Transit; Transportation System Management; Bicycle Facilities; Rail Transportation; and Air Transportation.

CIRCULATION DIAGRAM AND STANDARDS

The Circulation Diagram depicts the proposed circulation system for unincorporated Fresno County to support existing and planned development under the Land Use Diagram (see Figures TR-1a through TR-1c). This circulation system is shown on the diagram by means of a set of roadway classifications, developed to guide Fresno County's long-range planning and programming. Roadways are classified in this system based on the linkages they provide, their function in the hierarchy of roadways, and the importance of the route's service to the residents and businesses of Fresno County.

ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

Roadways serve two necessary but conflicting, functions: mobility and property access. High and constant speeds, with few interruptions and limited conflicting traffic, are desirable for mobility. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; freeways, expressways, and arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions.

Definitions for the Transportation Element

Class I Bikeway (Bicycle Path): A paved route separated from a street or roadway and expressly reserved for non-motorized traffic, with cross traffic minimized.

Class II Bikeway (Bicycle Lane): A paved striped lane for one-way bicycle travel on a street or roadway.

Class III Bikeway (Bicycle Route): A shared-use street or roadway, identified by bicycle route signs.

Level of Service: A qualitative measurement of operational characteristics of traffic flow on a roadway or at the intersection of roadways, based on traffic volumes and facility type. Levels range from "A" to "F", with "A" representing the highest level of service.

Mode: Refers to a means of transportation: automobile, bus, train, airplane, pedestrian, or bicycle. The different modes of travel may each require minimum facilities for their unique needs, although there is a significant amount of overlap in surface transportation modes. Multi-modal, as used herein, refers to a facility providing for more than one type of transportation.

Right-of-way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Transit: The conveyance of persons or goods from one place to another by means of local public transportation such as a rail or bus system.

Transit Corridor: An area along a major transportation facility (i.e., freeway, arterial, rail line), designated by the General Plan, that can be planned for higher intensity land use. Transit corridors are designated based upon: 1) existing and future availability of "high-capacity" transit service; and 2) availability of land that could be developed or redeveloped for higher-intensity residential and employment centers.

Transportation Systems Management (TSM): Programs to reduce travel demand and improve vehicle flow by encouraging mode shifts (i.e., bus, carpool, rapid transit, bicycle, etc.), and by applying operational efficiencies (i.e., signal synchronization, bus turn-outs, bicycle lanes, etc.) to highway systems. TSM is intended to emphasize improved transportation system efficiencies rather than road expansion or construction.

An efficient transportation system is an important component of a strong and dynamic economy. Access control is the greatest single correlative to traffic safety and regional mobility. Good access management practices will ensure that the transportation system will continue to serve the needs of Fresno County and the regional economy far into the future by insuring safe, efficient, and convenient mobility.

The Circulation Diagram represents the official functional classification of existing and proposed streets, roadways, and highways in Fresno County. This diagram depicts the State highways and the expressway, superarterial, arterial, and collector roadway system in Fresno County. All other roadways are classified as local streets. The general standards for right-of-way, access control, and planned travel lanes for each roadway class are shown in Table TR-1. The County's functional classification system recognizes differences in roadway functions and standards between urban/suburban areas and rural areas. The following paragraphs define the linkage and functions provided by each class of roadways as well as their general design and access control standards.

TABLE TR-1

GENERAL ROADWAY STANDARDS FOR NEW DEVELOPMENT BY FUNCTIONAL CLASS
Fresno County

Functional Class	Access Control: Public Roads – Intersections (or interchanges)	Access Control: Abutting Property – Driveways and Private Roads	Ultimate Cross Section: Lanes	Ultimate Cross Section: ROW
Urban/Suburban				
Freeway	1 mile minimum spacing (interchange)	Prohibited	4-8 divided	--
Expressway	½ mile minimum spacing	Prohibited	4-6 divided*	100'-126'
Super Arterial	· Allowed with other arterials, expressways, and collectors · With local streets - restricted	Restricted	4 divided*	100'-126'
Arterial	· Allowed with other arterials, expressways, and collectors · With local streets - restricted	Restricted	4-6 divided*	100'-126'
Collector	Allowed at all public road intersections	Permitted (access to new major generator may be restricted)	4 undivided	80'-84'
Local	Allowed at all public road intersections	Permitted	2 undivided	60'
Rural				
Freeway	1-2 miles minimum (interchange)	Prohibited	4-6 divided	--
Expressway	½ mile minimum spacing	· Parcels 20 acres or more - permitted with restrictions · Parcels less than 20 acres - prohibited	4 divided*	106'-126'
Super Arterial	· Allowed with other arterials, expressways, and collectors · With local streets - restricted	Restricted	4 divided*	106'-126'
Arterial	· Allowed with other arterials, expressways, and collectors · With local streets - restricted	Restricted	4 divided*	106'-126'
Collector	Allowed at all public road intersections	Permitted (access to new major generator may be restricted)	2 undivided*	80'-100'
Local	Allowed at all public road intersections	Permitted	2 undivided	60'-80'

*With ancillary lanes at intersections, which may require additional right of way.

Freeways provide for high-speed through-traffic movement on continuous routes with full access control. Freeways connect points within the county and link the county to other parts of the state.

Expressways provide for rapid through-traffic movement on continuous routes which connect the cities and communities within the county with each other, with freeways and other expressways, and with communities in adjoining counties. Expressways provide a high degree of access control.
Expressways shall be designed and constructed according to the cross-section standards specified in Table TR-1, with policies in Section TR-A, and with the following specifications:

a. Urban expressways shall typically be developed as four (4)- or six (6)-lane divided roadways.

b. Rural expressways shall typically be developed as two (2)-lane undivided or four (4)-lane divided roadways.

c. Additional right-of-way may be necessary on one or both sides of an expressway for a frontage road to provide access to abutting property.

d. Transit turnouts on urban Expressways shall be established out of the traveled way, and may require additional right-of-way.

e. Bikeways along urban Expressway routes shall be Class I facilities on separate rights-of-way.

f. Equestrian-hiking trails planned along designated Expressway routes shall be developed on separate rights-of-way not related to the highway facility.

Access for new development along expressways shall conform to the following specifications:

a. Direct access from an urban Expressway to abutting property shall be prohibited. The County shall control access by acquiring access rights or by establishing design requirements on new development to limit access to frontage or other public roads.

b. Access to an urban Expressway may occur at public road intersections spaced at one-half mile intervals. Existing intersecting streets which do not conform to the half-mile interval policy may be closed or realigned.

c. Direct access from a rural Expressway to abutting agricultural parcels of twenty (20) or more acres may be permitted, in which case turnaround facilities on the agricultural property shall be required. Access to agricultural uses which generate high traffic volumes may be restricted by the use of frontage roads or special design considerations, as appropriate.

d. Direct access from a rural Expressway to abutting agricultural commercial centers, agricultural parcels of less than twenty (20) acres, and nonagricultural uses will be prohibited. The County shall control access by acquiring access rights or by establishing design requirements on new developments to limit access to frontage or other roads.

e. Access to rural Expressways may occur at public road intersections spaced at one-half mile intervals, or approximations thereof if a minor shift may better serve access management purposes, where the shift will not result in a greater total number of access points. Existing intersecting roads which do not conform to this half-mile interval may be closed or realigned.

f. Transit turnouts on urban Expressways shall be established out of the traveled way and may require additional right-of-way. Transit turnouts in rural areas may be required along established transit routes at locations which are regularly scheduled stops; where transit vehicles are not able to safely pull onto the road shoulder; and where traffic volumes, visibility, or other conditions recommend providing a transit turnout.

Super Arterials is a special designation originally developed to manage access on Golden State Boulevard (old State Highway 99), where all access rights were conveyed to the County following relinquishment by the State. Access to a Super Arterial is permitted by license and must conform to specific access and design criteria maintained by the Public Works Department. In the case of Golden State Boulevard, access is limited to locations identified in the Golden State Boulevard Access Plan Map, maintained by the Public Works Department.

Super Arterials provide for mobility within the county and its cities, carrying through traffic on continuous routes and joining major traffic generators, freeways, expressways, and other arterials. Access to abutting private property and intersecting local streets is restricted.

Super Arterials shall be designed and constructed according to the cross-section standards specified in Table TR-1, with policies in Section TR-A, and with the following specific specifications:

1. Super Arterials shall typically be developed as four-lane divided roadways.

2. Transit turnouts along urban Super Arterials may be established out of the traveled way and may require additional right-of-way.

3. Bikeways along Super Arterials may be Class I, Class II, or Class III facilities.

4. Equestrian-hiking trails along Super Arterials shall be developed on separate rights-of-way not related to the highway facility.

Access for new development along Super Arterials shall conform to the following specifications:

1. Access to Super Arterials shall require licensure by the County through the Public Works Department.

2. Direct access from a Super Arterial to abutting property, in order to maintain highway capacity and safety, shall be restricted through application of design requirements of new development and/or new access locations which may provide for frontage roads, deceleration/acceleration lanes, restricted turn movements, access to other roads or driveways, or limits on the number and/or location of direct access points.

3. Standards for spacing location and design of access points and median openings shall conform to Super Arterial standards maintained by the Public Works Department.

5. Turnaround facilities shall be provided on parcels having direct access to Super Arterials so that vehicles do not back out onto the roadway.

6. Existing direct access may be relocated, subject to the same standards as for new access.

7. Direct access points shall be located at sufficient intervals from each other and from public roads to maintain the safety and the traffic-carrying capacity of the roadway.

8. Direct access to a Super Arterial may be restricted to right turn movements and median crossings may be prohibited.

9. Public road access to a Super Arterial may occur at intersections with other arterials, expressways, and collectors. Access from local streets may be restricted through the use of islands and turn lanes.

Arterials provide for mobility within the county and its cities, carrying through traffic on continuous routes and joining major traffic generators, freeways, expressways, super arterials, and other arterials. Access to abutting private property and intersecting local streets shall generally be restricted.

Arterials shall be designed and constructed according to the cross-section standards specified in Table TR-1, with policies in Section TR-A, and with the following specifications:

a. Urban arterials shall typically be developed as four (4)- or six (6)-lane divided roadways.

b. Rural arterials may be developed as two (2)-lane undivided or four (4)-lane divided roadways.

c. Transit turnouts along arterials may be established out of the traveled way and may require additional right-of-way. Transit turnouts in rural areas may be provided along established transit routes at locations which are regularly scheduled stops, where transit vehicles are not able to safety pull on to the road shoulder, and where traffic volumes, visibility, or other conditions recommend providing a transit turnout.

d. Bikeways along designated arterials may be Class I, Class II, or Class III facilities.

e. Equestrian-hiking trails along designated arterial routes shall be located on special rights-of-way not related to the highway facility.

Access for new development along arterials shall conform with the following specifications:

a. Direct access from an arterial to abutting property to maintain highway capacity and safety shall be restricted through application of design requirements of new development which may provide for frontage roads, deceleration/acceleration lanes, restricted turn movements, access to other roads or driveways, or limits on the number and/or location of points of direct access.

b. Turnaround facilities shall be provided on parcels having direct access to arterials so that vehicles do not back out onto the roadway.

c. Direct access points shall be located at sufficient intervals from each other and from public roads to maintain the safety and the traffic carrying capacity of the roadway. Wherever possible, direct access points shall be located to allow existing parcels one (1) direct access to an arterial. In some instances, where there is not sufficient frontage, two (2) or more parcels may be required to share one access point. In some instances where there is sufficient frontage, more than one direct access from a single parcel may be permitted.

d. Existing direct access may be relocated, subject to the same standards as for new access.

e. Access to a divided arterial may be restricted to right turn movements and median crossing may be prohibited.

f. Access to an arterial may occur at intersections with expressways, super arterials, other arterials, and collectors. Access from local streets may be restricted through the use of islands and turn lanes.

Collectors provide for internal traffic movement within communities, and connect local roads to arterials, super arterials, and expressways. Direct access to abutting private property shall generally be permitted.

Collectors shall be designed and constructed according to the cross-section standards specified in Table TR-1, with policies in Section TR-A, and with the following specifications:

a. Urban collectors may be developed as two (2)-lane or as four (4)-lane undivided roadways.

b. Urban collectors which serve industrial uses shall typically be developed as four (4)-lane undivided roadways.

c. Rural collectors shall typically be developed as two (2)-lane undivided roadways.

d. Transit stops along designated urban collectors may be established on additional rights-of-way off of the travelway of the road.

e. Bikeways along collectors may be developed as Class I, Class II, or Class III facilities.

Access for new development along collectors shall conform to the following specifications:

a. Direct access from a collector to abutting property shall generally be permitted. In the case of new major traffic generators, direct access may be restricted through the establishment of development design requirements which provide for access to other roads, or limits on the number and/or location of direct access points.

b. Turnaround facilities shall be provided on parcels having direct access to collectors so that vehicles do not back out onto the roadway.

c. Access to a collector may occur at all public road intersections.

Local Roads provide direct access to abutting property and connect with other local roads, collectors, arterials, super arterials, and expressways. Local roads are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets shall be permitted.

CIRCULATION DIAGRAM

The Circulation Diagram shows adopted and proposed freeways (or freeway extensions) for State Routes 41, 43, 65, 168, and 180. The proposed freeways and freeway extensions shown are conceptual alignments only. Alignment studies, including environmental review under CEQA, will be required to define precise alignments for these proposed freeways that minimize adverse impacts while meeting the circulation objectives of the new roadways.

Accommodating future east-west travel demand in northeast Fresno County and southeast Madera County is one of the region's major transportation concerns. To address this issue, the Council of Fresno County Governments (COFCG) has been working with Caltrans, the Madera County Transportation Commission (MCTC), and local jurisdictions (including Fresno County) on the Fresno-Madera County East-West Corridor Subarea Study. The first phase of that study has examined long range transportation needs in the corridor and has narrowed the range of alternative corridors. The next phases of this study will define a precise alignment for a new roadway and its facility type (i.e., arterial, expressway, etc.).

The Circulation Diagram shows a conceptual alignment for the East-West Corridor that extends westward from the western end of Copper Avenue to the Madera County line. Alignment studies, including environmental review under CEQA, will be required to define a precise alignment that minimizes adverse impacts while meeting the circulation objective of this proposed facility.

State Route 65 is shown as a conceptual alignment along the eastern foothills of Fresno County. The designation and alignment of proposed SR 65 across the San Joaquin River will be part of the continuing regional discussion in conjunction with the Fresno-Madera East-West Corridor Study.

BIKEWAY SYSTEM

The Regional Bikeways Plan (prepared by the Council of Fresno County Governments) defines a bikeway system for Fresno County. The plan provides connectivity between cities and the unincorporated areas, between Fresno County and adjoining counties, and access to recreational areas, regional parks, and recreational bicycling routes. The Regional Bikeways Plan contains two bikeway system maps: one for the rural areas of the County and one for the Fresno-Clovis Metropolitan Area (FCMA). The Rural Bikeways Plan (Figure TR-2) depicts the proposed roadway-related bikeway system for unincorporated Fresno County that will be included in the updated Regional Bikeways Plan. The Rural Bikeways Plan is intended to guide bikeway planning and implementation in conjunction with new development or improvement of the roadways shown on this map. The Conceptual Recreational Trail Corridor Map (Figure OS-1) in the Open Space and Conservation Element, also includes some Class I and II bikeways and is intended to complement the Rural Bikeways Plan.

TRANSIT CORRIDORS

As population and employment in Fresno County increase, there will be greater need and opportunities for transit use, especially within the Fresno-Clovis Metropolitan Area (FCMA). These opportunities can be maximized with planning aimed at concentrating higher intensity development and ensuring good transit accessibility in viable transit corridors. Similar to the roadway functional classification system that guides the long-range planning of roadways for mobility and access, the designation of transit corridors is intended to preserve rights-of-way in potential high-capacity transit corridors and provide adequate transit ridership in those corridors through land use and design standards that emphasize transit accessibility.

Figure TR-3 shows designated transit corridors within the FCMA according to two categories: 1) railroad corridors with potential for light rail or commuter rail transit; and 2) freeway corridors requiring adequate right-of-way for rail or other mass transit facilities. This does not imply that expanded or improved bus services will not continue to be viable in the FCMA in future years. Based on existing and planned development patterns, transit bus service is expected to continue to provide the highest service level, cost-efficiency, and route/area flexibility within the FCMA.

Transit corridors are designated only within the FCMA since this area has the best potential to achieve population and employment densities sufficient to support high-capacity transit services. The designation of transit corridors in the FCMA depends upon: 1) the availability of existing or future rights-of-way for "high-capacity" transit service (e.g., light rail); and 2) the availability of land that could be developed or redeveloped with higher-intensity residential uses and employment centers under the general plans of the cities and County. With the concentration of higher-intensity development in certain corridors, high-capacity transit service may be feasible, whereas higher intensities in scattered locations are unlikely to support high-capacity transit services, especially light rail service. The transit corridors target areas where Fresno, Clovis, and the County should adopt and implement land use and design standards that increase the feasibility of high-capacity transit.

GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS

The second major part of the Transportation and Circulation Element sets out goals, policies, and implementation measures for streets and highways, transit, transportation systems management, bicycle facilities, rail transportation, and air transportation.

A. STREETS AND HIGHWAYS

The Fresno County Circulation System is a street and highway plan designed to provide for the safe and efficient movement of people and goods to and within the county and to ensure safe and continuous access to land. Using the State freeways and highways and the County's system of highways as its basic framework, the County Circulation System brings together the circulation plans of the cities and unincorporated communities within the county into a unified, functionally integrated, countywide system that is correlated with the Land Use Element of the General Plan.

Policies in this section seek to create a unified, coordinated, and cost-efficient countywide street and highway system by maintaining and rehabilitating existing roads, maintaining an acceptable level of service (LOS), coordinating improvements with other local jurisdictions, maintaining adequate funding, and providing multi-modal uses where appropriate along street and highway corridors. Related policies are included in Section LU-F, Urban Development Patterns; Section LU-E, Non-Agricultural Development; and Section HS-G, Noise.

Goal TR-A To plan and provide a unified, coordinated, and cost-efficient countywide street and highway system that ensures the safe, orderly, and efficient movement of people and goods.

Policies

Policy TR-A.1 The County shall plan and construct County-maintained streets and roads according to the County's Roadway Design Standards. Roadway design standards for County-maintained roads shall be based on the American Association of State Highway and Transportation Officials (AASHTO) standards, and supplemented by California Department of Transportation (Caltrans) design standards and by County Public Works Department Standards. County standards include typical cross sections by roadway classification, consistent with right-of-way widths summarized in Table TR-1.

The County may deviate from the adopted standards in circumstances where conditions warrant special treatment of the roadway. Typical circumstances where exceptions may be warranted may include:

a. Extraordinary construction costs due to terrain, roadside development, or unusual right-of-way needs; and
b. Environmental constraints that may otherwise entirely preclude road improvement.

Policy TR-A.2 The County shall plan and design its roadway system in a manner that strives to meet Level of Service (LOS) D on urban roadways within the spheres of influence of the cities of Fresno and Clovis and LOS C on all other roadways in the county.

Roadway improvements to increase capacity and maintain LOS standards should be planned and programmed based on consideration of the total overall needs of the roadway system, recognizing the priority of maintenance, rehabilitation, and operation of the existing road system.

The County may, in programming capacity-increasing projects, allow exceptions to the level of service standards in this policy where it finds that the improvements or other measures required to achieve the LOS policy are unacceptable based on established criteria. In addition to consideration of the total overall needs of the roadway system, the County shall consider the following factors:

a. The right-of-way needs and the physical impacts on surrounding properties;
b. Construction and right-of-way acquisition costs;
c. The number of hours that the roadway would operate at conditions below the standard;
d. The ability of the required improvement to significantly reduce delay and improve traffic operations; and
e. Environmental impacts upon which the County may base findings to allow an exceedance of the standards.

In no case should the County plan for worse than LOS D on rural County roadways, worse than LOS E on urban roadways within the spheres of influence of the cities of Fresno and Clovis, or in cooperation with Caltrans and the Council of Fresno County Governments, plan for worse than LOS E on State highways in the county.

Policy TR-A.3 The County shall require that new or modified access to property abutting a roadway and to intersecting roads conform to access specifications in the Circulation Diagram and Standards section. Exceptions to the access standards may be permitted in the manner and form prescribed in the Fresno County Zoning and Subdivision Ordinances, provided that the designed safety and operational characteristics of the existing and planned roadway facility will not be substantially diminished.

Policy TR-A.4 The County shall program road improvements on a countywide priority basis using technical assessment tools such as the Road and Traffic Evaluation (RATE) and Pavement Management System (PMS).

Policy TR-A.5 The County shall require dedication of right-of-way or dedication and construction of planned road facilities as a condition of land development, and require an analysis of impacts of traffic from all land development projects including impacts from truck traffic. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. The County may allow a project to fund a fair share of improvements that provide significant benefit to others through traffic impact fees.

Policy TR-A.6 The County shall continue to participate with the Council of Fresno County Governments, the California Department of Transportation, and other agencies, to maintain a current Regional Transportation Plan, and to identify funding priorities and development expenditure plans for available regional transportation funds, in accordance with regional, State, and Federal transportation planning and programming procedures. Such regional programming may include improvements to State highways, city streets, and County roadways.

Policy TR-A.7 The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system.

Policy TR-A.8 The County shall ensure that land development that affects roadway use or operation or requires roadway access, plan, dedicate, and construct required improvements consistent with the criteria in the Circulation Diagram and Standards section of this element.

Policy TR-A.9 The County shall ensure that the funding of capacity-increasing projects on the Inter-regional Highway System (I-5, and rural portions of SR 99 and SR 41) utilizes State and Federal sources intended for improvements to that system. Fresno County and local development shall not be required to participate financially in the upgrading of the Inter-regional Highway System except as may affect local interchanges.

Policy TR-A.10 The County shall actively seek all possible financial assistance, including grant funds available from regional, State, and Federal agencies for street and highway purposes when compatible with General Plan policies and long-term local funding capabilities.

Policy TR-A.11 The County shall ensure that funds allocated directly or are otherwise available to the County for road fund uses shall be programmed and expended to maximize the use of Federal and other matching funds, and shall be based on the following sequence of priorities:

1. Maintenance, rehabilitation, reconstruction, and operation of the existing County-maintained road system;
2. Safety improvements where physical modifications or capital improvements would reduce the number and/or severity of accidents; and
3. Capital capacity improvements to expand capacity or reduce congestion on roadways at or below County LOS standards, and to expand the roadway network.

Policy TR-A.12 The County, where appropriate, shall coordinate the multi-modal use of streets and highways to ensure their maximum efficiency and shall consider the need for transit, bikeway, and recreational trail facilities when establishing the Ultimate Right-of-way Plan and Precise Plans of streets and highways.

Policy TR-A.13 The County shall develop and maintain a program to construct bikeways and recreation trails in conjunction with roadway projects in accordance with the adopted Regional Bikeways Plan, the adopted Recreation Trails Plan, available dedicated funding for construction and maintenance, and a needs priority system.

Policy TR-A.14 The County shall work with the cities of Fresno County in establishing a system of designated truck routes through urban areas.

Policy TR-A.15 The County shall encourage street designs for interior streets within new subdivisions which protect neighborhoods from the intrusion of through traffic.

Policy TR-A.16 The County shall require that plans for County road improvement projects consider the preservation of unique existing landscaping to the extent that it will be consistent with user safety.

Policy TR-A.17 The County should utilize road construction methods that minimize the air, water, and noise pollution associated with street and highway development.

Policy TR-A.18 The County shall accept classified roads, as defined in Figures TR-1a, TR-1b, and TR-1c, into the County-maintained road system following construction in unincorporated area, when constructed to County standards. The County may make exceptions for collector roads in the Millerton Specific or Shaver Lake Community Plan areas. The County shall not add local roads to the existing County-maintained road system. Provision of maintenance for newly constructed local public roads will be through a County Service Area zone of benefit or other means acceptable to the Board of Supervisors.

Policy TR-A.19 The County may identify locations of needed future road rights-of-way, consistent with adopted functional classifications, through development and adoption of specific plan lines where appropriate. Circumstances where specific plan line development may be considered may include the following:

1. Where major classified roadways or corridors are expected to require additional through lanes within a 20-year planning horizon;
2. Where the future alignment is expected to deviate from the existing alignment, or to be developed asymmetrically about the existing section or center line;

3. Where the adjacent properties are substantially undeveloped, so that property owners may benefit from prior knowledge of the location of rights-of-way of planned roadways before constructing improvements or developing property in a way which may ultimately conflict with identified transportation needs; and
4. Expressways and associated frontage roads.

Implementation Programs

Program TR-A.A The County shall prepare and adopt a priority list of street and highway improvements for the Road Improvement Program (RIP) based on a horizon of at least seven (7) years. The Board of Supervisors shall update the RIP every five (5) years, or more frequently as recommended by the responsible departments. The RIP shall program maintenance and rehabilitation, reconstruction, capacity, operational, safety improvements, and specific plan lines on a prioritized basis. (See Policies TR-A.4 and TR-A.11)

Responsibility:	Planning & Resource Management Department Public Works Department Board of Supervisors
Time Frame:	FY 00-01; every five years thereafter

Program TR-A.B The County shall prepare and adopt a traffic impact fee ordinance for areas outside the spheres of influence of cities in the county. The traffic fees should be designed to achieve the adopted LOS and preserve structural integrity based on a twenty (20) year time horizon. The traffic mitigation fees should be updated at least every five years, or concurrently with the approval of any significant modification of the land use allocation used to develop the fees. The County shall require new development within the spheres of influence of cities in the county to pay the traffic impact fees of those cities. (See Policy TR-A.8)

Responsibility:	Planning & Resource Management Department Public Works Department Board of Supervisors
Time Frame:	FY 00-01

Program TR-A.C The County shall continue to identify and pursue appropriate new funding sources for transportation improvements. Grant funds from regional, State, and Federal agencies should be pursued and utilized when compatible with the General Plan policies and long-term local funding capabilities. (See Policy TR-A.10)

Responsibility:	Planning & Resource Management Department Public Works Department
Time Frame:	Ongoing

Program TR-A.D The County shall coordinate its transportation planning with the Council of Fresno County Governments, Caltrans, cities within the county, and adjacent jurisdictions. (See Policy TR-A.6)

Responsibility: Planning & Resource Management Department
Public Works Department
Time Frame: Ongoing

Program TR-A.E The County shall update and maintain the Improvement Standards for other County development improvements, including private roads dedicated to public use. (See Policy TR-A.1)

Responsibility: Planning & Resource Management Department
Public Works Department
Time Frame: Ongoing

B. TRANSIT

Transit systems—both buses and rail—provide alternatives to automobile use and are especially important for those who cannot or do not drive. As Fresno County grows, the potential for transit use and the need for transit will increase. The General Plan supports expansion of the existing transit system, especially in connection with new development.

Policies in this section seek to develop a safe and efficient mass transit system by promoting transit services within urban corridors of dense population and employment, addressing user needs (i.e, seniors, minority, handicapped), developing convenient transfers between transportation systems, and ensuring adequate funding for the system. Related policies are included in Section LU-F, Urban Development Patterns; Section LU-E, Non-Agricultural Rural Development; Section HS-G, Noise; and Section OS-G, Air Quality.

Goal TR-B

To promote a safe and efficient mass transit system that provides service to residents without access to automobiles and, in urban areas, helps to reduce congestion, improves the environment, and provides viable non-automotive means of transportation.

Policies

Policy TR-B.1 The County shall work with transit providers to provide transit services within the county that are responsive to existing and future transit demand and that can demonstrate cost-effectiveness by meeting minimum farebox recovery levels required by State and Federal funding programs.

Policy TR-B.2 The County shall promote transit services in designated corridors where population and employment densities are sufficient or could be increased to support those transit services, particularly within the spheres of influence of the cities and along existing transit corridors in the rural area of the county.

Policy TR-B.3 The County shall work with the Cities of Fresno and Clovis and other agencies to achieve land use patterns and densities that support transit services, preserve adequate rights-of-way, and enhance transit services in the designated transit corridors shown in Figure TR-3.

Policy TR-B.4 The County shall work with the Council of Fresno County Governments and transit service providers to pursue all available sources of funding for transit services when consistent with General Plan policies and long-term funding capabilities.

Policy TR-B.5 The County shall consider the transit needs of senior, disabled, low-income, and transit-dependent persons in making recommendations regarding transit services.

Policy TR-B.6 The County shall encourage the development of facilities for convenient transfers between different transportation systems (e.g., train-to-bus, bus-to-bus).

Implementation Programs

Program TR-B.A The County shall work with the Council of Fresno County Governments (COFCG) and transit providers in the county to periodically review and update the short-range transit plans in the county at least as often as required by State law. (See Policy TR-B.1)

Responsibility: Planning & Resource Management Department
Time Frame: FY 01-02 ; every five years thereafter

Program TR-B.B The County shall encourage transit providers and the COFCG to prepare, adopt, and implement a long-range strategic transit master plan for the County or subareas of the county. The master plan shall review the transit corridors in this Policy Document and designate a set of transit corridors so that appropriate planning can be concentrated on these corridors. The plan(s) shall be reviewed and updated on a regular basis. (See Policy TR-B.1)

Responsibility: Planning & Resource Management Department
Time Frame: Ongoing

Program TR-B.C Through its representation on the COFCG Board and the FCRTA (a joint powers agency), the County shall work with these agencies to identify and pursue funding for transit. (See Policy TR-B.4)

Responsibility: Planning & Resource Management Department
Time Frame: Ongoing

Program TR-B.D The County shall work with the COFCG and other agencies to identify right-of-way needs within designated transit corridors and to acquire needed rights-of-way, including abandoned rights-of-way and track structures. (See Policy TR-B.3)

Responsibility: Planning & Resource Management Department
Time Frame: Ongoing

Program TR-B.E The County shall work with the cities in the county to prepare and adopt land use and design standards for areas within designated urban transit corridors to promote transit accessibility and use. (See Policy TR-B.3)

Responsibility: Planning & Resource Management Department
Time Frame: After FY 01-02 (if initiated by County)

Program TR-B.F The County shall work with Caltrans and other agencies to determine the need for additional or expanded park-and-ride lots and to identify additional sites for such lots. (See Policy TR-B.2)

Responsibility: Planning & Resource Management Department
Time Frame: Ongoing

C. TRANSPORTATION SYSTEMS MANAGEMENT

Fresno County has a relatively complex highway transportation system, serving cars, heavy trucks, agricultural and commercial vehicles, buses, transit, bicycles, and pedestrian traffic. Coordinating these many forms of transportation is critical to achieving maximum road efficiency and minimizing costly road expansion or construction.

Policies in this section seek to reduce travel demand on the county's roadway system and maximize the operating efficiency of transportation facilities. The intent is to reduce vehicle emissions and reduce the needed investment in new or expanded facilities. In rural areas, transportation management can sometimes be better addressed through development location and access management rather than conventional systems management. Related policies are included in Section LU-F, Urban Development Patterns; Section LU-E, Non-Agricultural Rural Development; Section TR-A, Streets and Highways; and Section OS-G, Air Quality.

Goal TR-C

To reduce travel demand on the County's roadway system and maximize the operating efficiency of transportation facilities so as to reduce the quantity of motor vehicle emissions and reduce the amount of investment required in new or expanded facilities.

Policies

Policy TR-C.1 The County shall support all standards and regulations adopted by the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) governing transportation control measures (TCMs).

Policy TR-C.2 The County shall consider transportation system management (TSM) measures to increase the capacity of the existing roadway network prior to constructing new traffic lanes. Such measures may include traffic signal synchronization and additional turning lanes.

Policy TR-C.3 The County shall work with the Cities of Fresno and Clovis to encourage new urban development within the FCMA to provide appropriate on-site facilities that encourage employees to use alternative transportation modes as air quality and transportation mitigation measures. The type of facilities may include bicycle parking, shower and locker facilities, and convenient access to transit, depending on the development size and location.

Implementation Programs

None indicated beyond existing programs.

D. BICYCLE FACILITIES

The bicycle has steadily been gaining in acceptance and importance in recent years as a means of recreation, transportation, and healthful exercise. The extent of this increase is reflected in the dramatic rise of bicycle sales. This use of the bicycle by a growing segment of the public has generated an interest in the need for adequate facilities for cyclists.

Policies in this section seek to provide a safe, continuous, and easily accessible bikeway system that connects cities to other communities, to major facilities, and to recreational areas and regional parks; these policies also strive to establish bikeways along existing recreational bicycling routes, to encourage safety-oriented design, to link bikeways to other modes of transportation, and to provide adequate funding. Related policies are included in Section LU-F, Urban Development Patterns; Section LU-E, Non-Agricultural Rural Development; and Section OS-I, Recreational Trails.

Goal TR-D To plan and provide a safe, continuous, and easily accessible bikeway system that facilitates the use of the bicycle as a viable alternative transportation mode and as a form of recreation and exercise.

Policies

Policy TR-D.1 The County shall implement a system of recreational, commuter, and inter-community bicycle routes in accordance with the Regional Bikeway Plan described in the Circulation Diagram and Standards section and depicted in Figure TR-2. The plan designates bikeways between cities and unincorporated communities, to and near major traffic generators such as recreational areas, parks of regional significance, and other major public facilities, and along recreational routes.

Policy TR-D.2 The County shall give priority to bikeways that will serve the most cyclists and destinations of greatest demand and to bikeways that close gaps in the existing system.

Policy TR-D.3 The County shall implement Regional Bikeways Plan routes as Class II facilities unless otherwise designated.

Policy TR-D.4 The County shall develop bikeways in conjunction with street improvement projects occurring along streets and roads designated on the Regional Bikeways Plan map.

Policy TR-D.5 The County shall require that adequate rights-of-way or easements are provided for designated bikeways or trails as a condition of land development.

Policy TR-D.6 The County should promote bicycle safety programs through education and awareness programs aimed at both cyclists and motorists.

Policy TR-D.7 The County shall construct and maintain bikeways to minimize conflicts between bicyclists and motorists.

Policy TR-D.8 The County shall support development of facilities that help link bicycling with other modes of transportation.

Implementation Programs

Program TR-D.A The County shall work with the Council of Fresno County Governments, Caltrans, and cities within the county to update the Regional Bikeways Plan to ensure consistency with the Circulation Diagram and Standards section. (See Policy TR-D.1)

Responsibility: Planning & Resource Management Department
Time Frame: FY 00-01

Program TR-D.B The County shall encourage implementation and use of bikeways by use of Transportation Development Act Article III bicycle and pedestrian funds to implement and maintain bikeways or bike trails. The County shall continue to identify and pursue appropriate new funding sources for bikeway implementation. Grant funds from regional, State, and Federal agencies should be pursued and utilized when compatible with the General Plan policies and long-term local funding capabilities. (See Policy TR-D.1)

Responsibility: Planning & Resource Management Department
Time Frame: Ongoing

Program TR-D.C The County shall require that sufficient pavement width for bikeways shown on the Regional Bikeway Plan be constructed in conjunction with road construction projects, and that adequate right-of-way and/or pavement width for bicycle facilities be included in frontage improvements required of new development. Implementation through signing and striping is an operational decision, and may not coincide with initial construction. (See Policies TR-D.4 and TR-D.5)

Responsibility: Public Works Department
Planning & Resource Management Department
Time Frame: Ongoing

Program TR-D.D The County shall use California Department of Transportation (Caltrans) bikeway design standards as guidelines for construction of Class I, II, III bicycle facilities. (See Policies TR-D.1 and TR-D.3)

Responsibility: Public Works Department
Planning & Resource Management
Time Frame: Ongoing

Program TR-D.E The County shall work with other agencies to provide facilities that help link bicycles to other modes, including provision of bike racks or space on buses and parking or lockers for bicycles at transportation terminals. (See Policy TR-D.8)

Responsibility: Planning & Resource Management Department
Time Frame: On-going

E. RAIL TRANSPORTATION

Rail transportation has played an important historical role in the development of the county. Currently, the County's role in rail transportation is limited primarily to land use regulation through the Zoning Ordinance. Federal and State agencies have primary jurisdiction over rail facilities and operations.

Policies in this section seek to provide a safe, efficient, and environmentally-sound rail system by supporting improvements to at-grade crossings, protecting and supporting acquisition of railroad rights-of-way, and developing multi-model stations that link rail with other transportation modes. Related policies are included in Section LU-F, Urban Development Patterns; Section LU-E, Non-Agricultural Rural Development; and Section HS-G, Noise.

Goal TR-E To plan for a safe, efficient, and environmentally-sound rail system to meet the needs of all Fresno County residents, industry, commerce, and agriculture.

Policies

Policy TR-E.1 The County supports consolidation of the Burlington Northern Santa Fe main line traffic onto the Union Pacific right-of-way from Calwa to the San Joaquin River.

Policy TR-E.2 The County shall support improvements to at-grade crossings on the Burlington Northern Santa Fe and Union Pacific mainline and spur or branch line tracks within the county.

Policy TR-E.3 The County shall support acquisition by local agencies of railroad rights-of-way that are: 1) in designated transit corridors shown in Figure TR-3; and 2) required for public health, safety, and welfare.

Policy TR-E.4 The County shall work cooperatively with the railroads on the long-term protection of railroad rights-of-way.

Policy TR-E.5 The County shall support multi-modal stations at appropriate locations to integrate rail transportation with other transportation modes.

Policy TR-E.6 The County shall support the development of a statewide high-speed rail service through the Central Valley that serves downtown Fresno and that parallels the Burlington Northern/Santa Fe corridor south of the City of Fresno, the Union Pacific corridor through the City of Fresno, and is capable of accommodating the rapid movement of freight during nighttime, non-passenger usage hours.

Implementation Programs

Program TR-E.A The County shall work with other agencies to plan line-designated railroad corridors to facilitate the preservation of important railroad rights-of–way for future rail expansion or other appropriate transportation facilities. (See Policies TR-E.3 and TR-E.4)

Responsibility: Planning & Resource Management Department
Public Works Department
Time Frame: On-going

Program TR-E.B The County shall use appropriate zoning in designated rail corridors to ensure preservation of rail facilities for future local rail use. (See Policy TR-E.4)

Responsibility: Planning & Resource Management Department
Time Frame: On-going

Program TR-E.C The County shall participate in the Council of Fresno County Governments Rail Committee to support improvement, development, and expansion of rail service in Fresno County. (See Policies TR-E.1 through TR-E.6)

Responsibility: Planning & Resource Management Department
Public Works Department
Time Frame: On-going

F. AIR TRANSPORTATION

Air transportation plays a key role in the movement of goods and people not only to locations outside of the county but also between locations within the county. Currently, the County's role in air transportation is strictly limited to land use regulation through the Zoning Ordinance. State and Federal agencies have primary jurisdiction over airport facilities and operations.

Policies in this section seek to promote the maintenance and improvement of general and commercial aviation facilities by avoiding potential land use conflicts between airports and surrounding urban uses and supporting the local Airport Land Use Commission. Related policies are included in Section LU-F, Urban Development Patterns; Section LU-E, Non-Agricultural Rural Development; and Section HS-G, Noise.

Goal TR-F To promote the maintenance and improvement of general and commercial aviation facilities within the parameters of compatible surrounding land uses.

Policies

Policy TR-F.1 The County shall continue to support Federal and State regulations governing operations and land use restrictions related to airports in the county.

Policy TR-F.2 The County shall continue its membership on and support of the Fresno County Airport Land Use Commission.

Policy TR-F.3 The County shall support the concept of a regional cargo airport on the County's west side to serve the growing needs of agricultural commerce.

Implementation Programs

None indicated beyond existing programs.